USDA United States Department of Agriculture
Forest Service
Nez Perce National Forest
104 Airport Road
Grangeville, ID 83530
208-983-1950
Clearwater National Forest
12730 Highway 12
Orofino, ID 83544
208-476-4541

File Code: 1950
Date: September 30, 2013

Dear Planning Participant:

The Nez Perce-Clearwater National Forests will be considering the attached projects and conducting environmental analyses in the near future.

The District Rangers have made preliminary assessments that these projects fall within a category of actions listed in 36 CFR 220.6, thereby excluding them from documentation in Environmental Assessment (EA) or Environmental Impact Statements (EIS).

To submit a comment on these proposals, please follow the instructions provided in the "How to Provide Comments" section.

Thank you for your continued participation in projects involving the Nez Perce – Clearwater National Forests.

Sincerely,

Rick Brazell

RICK BRAZELL
Forest Supervisor

Enclosures: Maps of Project Sites

USDA United States Department of Agriculture | Forest Service | Nez Perce National Forest, 104 Airport Road, Grangeville, ID 83530, 208-983-1950 | Clearwater National Forest, 12730 Highway 12, Orofino, ID 83544, 208-476-4541

How to Provide Comments

Please review the following proposals and submit your site-specific comments as described below so they can be included in our analyses for the projects.

Written, facsimile transmitted, hand-delivered, and oral comments will be accepted for **30 calendar days following publication of a legal notice in the *Lewiston Tribune*.** The publication date in the newspaper of record is the exclusive means for calculating the comment period for this proposal. One should not rely upon dates or timeframe information provided by any other source.

If you have any questions or would like additional information regarding this project, please contact Linda S. Helm, Small NEPA Coordinator, Nez Perce – Clearwater National Forests, Kamiah, Idaho or call (208) 935-4285. Oral comments must be provided to her during normal business hours *via t*elephone or in person. Written comments should either be mailed or hand-delivered (between 7:30 a.m. to 4:30 p.m. (PST), Monday through Friday, excluding Federal holidays) to her c/o Nez Perce – Clearwater National Forests, Supervisor's office, 104 Airport Road, Grangeville, Idaho 83530; submitted *via* facsimile transmittal to her at (208) 935-4275, where they will be forwarded to the Kamiah office *via* electronic mail. Electronic mail comments should be submitted in rich text format (.rtf) or Word (.doc) to comments-northern-nezperce@fs.fed.us.

If you choose to comment on the proposal, please include the following: (1) your name, address, and (if possible) your telephone number, and organization represented (if any); (2) title of this project; and, (3) specific facts and relevant rationale concerning this project that you feel should be considered. **Please note that "boiler-plate" objections that are not specific to the particular project will not be responded to.** For appeal eligibility, each individual must either sign the comments or verify identity upon request. Additional information regarding how to comment can be found at 36 CFR 215.6.

Comments received in response to this solicitation, including names, telephone numbers, addresses, and electronic mail addresses of those who comment, will be considered part of the public record on this proposed action and will be available for public inspection. Comments submitted anonymously will be accepted and considered; **however, those who submit anonymous comments may not have standing to appeal** the subsequent decision pursuant to 36 CFR Part 215. Additionally, pursuant to 7 CFR 1.27(d), any person may request the Agency to withhold a submission from the public record by showing how the Freedom of Information Act (FOIA) permits such confidentiality. Persons requesting such confidentially should be aware that, under the FOIA, confidentiality may be granted in only very limited circumstances, such as to protect trade secrets. The Forest Service will inform the requester of the Agency's decision regarding the request for confidentiality and the available options at that time (see 7 CFR 1.27 for further information).

Project Proposals

Moose Creek Ranger District

O'Hara Culverts

Legal Description: Culvert 1: T32N R7E Sec. 25 SE ¼ ;
Culvert 2: T32N R7E Sec. 36 SE ¼ ;
Culvert 3: T31N R7E Sec. 1 NE ¼ ;
Culvert 4: T31N R7E Sec. 1 NE ¼ ; and,
Culvert 5: T31N R7E Sec. 1 SE ¼ Boise Meridian.

Proposed Category: 36 CFR 220.6(e)(18) *Restoring wetlands, streams, riparian areas or other water bodies by removing, replacing, or modifying water control structures such as, but not limited to, dams, levees, dikes, ditches, culverts, pipes, drainage tiles, valves, gates, and fending, to allow waters to flow into natural channels and floodplains and restore natural flow regimes to the extent practicable where valid existing rights or special use authorizations are not unilaterally altered or canceled.*

Narrative Summary: The Moose Creek District Ranger proposes to replace five culverts located on National Forest Service (hereinafter referred to as "NFS") Road 651 (Hamby Road).

Background: The five culverts that are at issue are undersized and at the end of their lifespans; all are live water culverts. NFS Road 651 was studied with a CFAIP analysis and was determined to have sediment concerns. Due to the size and condition of the culverts, the likelihood of failure has increased with time. It was determined that no fish are present in these streams; therefore, the culverts are being replaced for hydraulic concerns.

Design Specifications/Equipment to be Used: The culverts are between Mile Post (hereinafter "MP") 0.0 and MP 4.0 on NFS Road 651 (Hamby Road), and are located on tributaries that flow into O'Hara Creek. NFS Road 651 has a stream adjacent to O'Hara Creek in this section of road.

The project would occur during the low water flow period, generally between July and the end of September. It is estimated that each site would take two to three weeks to complete. NFS Road 651 would be closed during construction of each site, totally 8-12 weeks. Excavators and dump trucks would be used to remove the existing road fill and old culvert at each of the sites.

All culverts would be sized to accommodate a minimum of the 100-year stream flow event. Providing appropriately sized structures would also minimize risk failure by reducing the risk of plugging by woody material moving downstream. Minimizing failure risk would also reduce the risk of unwanted sediment input into streams which could negatively affect aquatic habitats. Long term maintenance costs would also be reduced

because debris is not likely to accumulate on the larger structures.

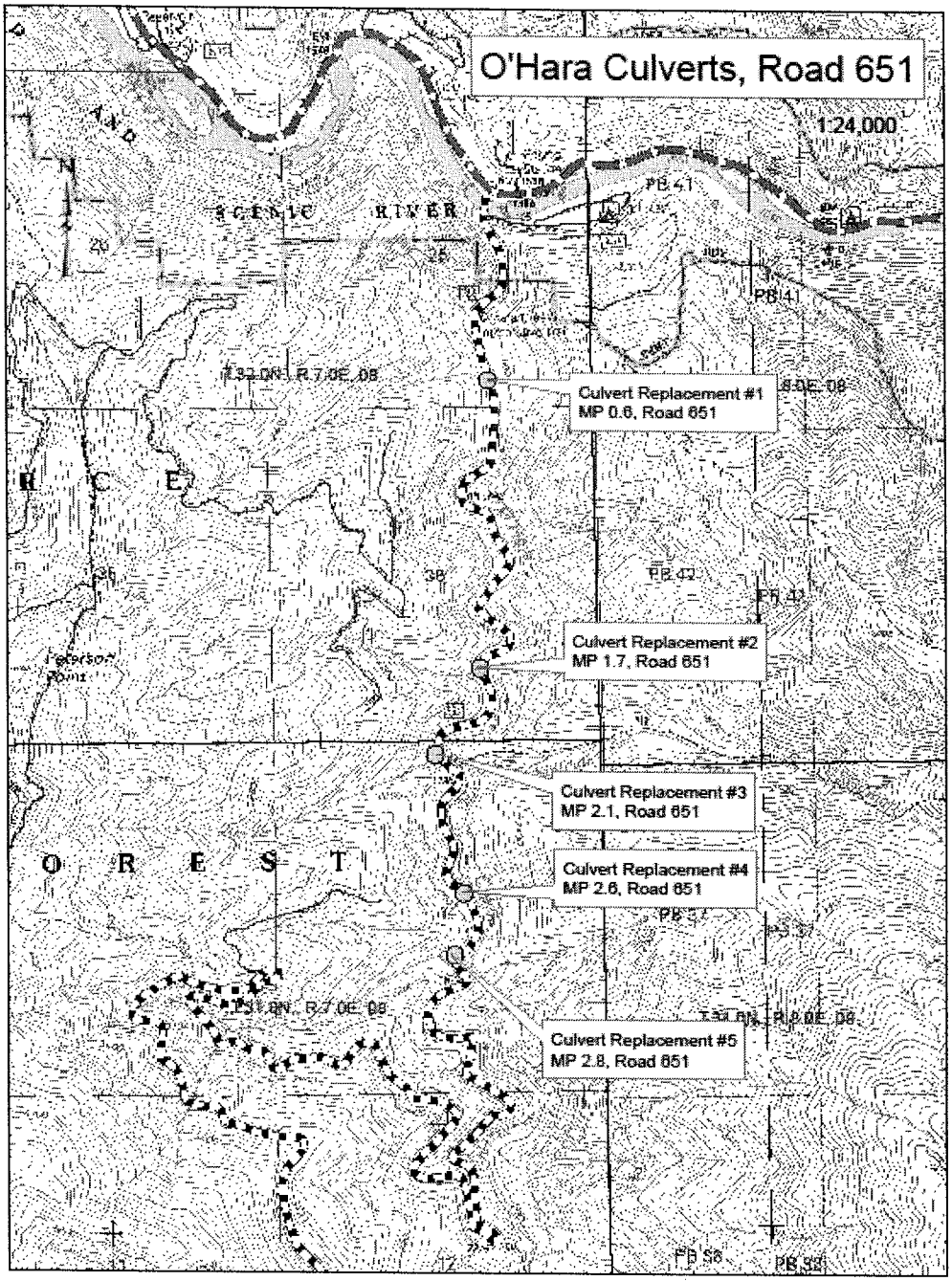
All Best Management Practices (hereinafter "BMP's") that protect or minimize effects to water quality would be implemented including dewatering of the work site, upstream, downstream, and worksite erosion control measures.

All equipment would be cleaned of debris before moving into the site to reduce the spread of weed infestation.

Implementation of the project is scheduled for July 2014, with a completion date of late September 2014, weather permitting.

Project Information: If you have any questions or would like more information regarding this project, contact Lynelle Knehans at (208) 476-8260.

Map of O'Hara Culvert Replacement Sites



Palouse River Ranger District

West Fork Corral Creek Meadow Restoration

Legal Description: T40N R2W Sec. 1 & 2; T41N R2W Sec. 25 & 36 Boise Meridian

Proposed Category: 36 CFR 220.6(e)(18) *Restoring wetlands, streams, riparian areas or other water bodies by removing, replacing, or modifying water control structures such as, but not limited to, dams, levees, dikes, ditches, culverts, pipes, drainage tiles, valves, gates, and fending, to allow waters to flow into natural channels and floodplains and restore natural flow regimes to the extent practicable where valid existing rights or special use authorizations are not unilaterally altered or canceled.*

Narrative Summary: The Palouse District Ranger proposes installing ditch plugs in a channelized stream; establishing a narrow, shallow channel; installing fencing to allow cattle access to water; and re-vegetating disturbed ground with shrubs, forbs and grasses. The project area is in two sections: Five Acre Meadow; and, Upper Corral Creek. The project involves a total of nearly two miles of stream and 40 acres of meadow in the project area.

Background: West Fork Corral Creek is an intermittent stream in the headwaters of a steelhead (listed fish species) watershed. It is upstream of watershed improvements on other ownerships that have removed fish barriers and re-established flow in vegetated historic channels, extending usable fish habitat toward the NFSL. The project area water table has dropped, so the channel has nick-points that need slowing or reversal. Stream flow is flashy, responding quickly to snowmelt and storm events, leaving the channel dry or in scattered pools most of the summer. The stream has been channelized by an historic railroad grade. Meadow vegetation has a native component but has been grazed and has non-native and weedy components.

The need is to develop slower runoff by elevating the water table, re-establishing strong native forb component, slowing nick-point progression, un-channelizing the stream which is against an historic railroad grade, and allowing peak flow use of the floodplain.

Design Specifications/Equipment to be Used: The Palouse Ranger District would re-establish a floodplain wet meadow system in two areas in the headwaters of Corral Creek. In both areas, work would take place during low flow time, after the Potlatch River July 15th fish window.

An excavator would be used to scrape a narrow, shallow channel and to create ditch plugs of dirt, rock or logs. Planting of native seeds and shrubs would occur along with fencing to keep cattle out of the disturbed ground area. A Corps of Engineers 404 Permit is likely.

All equipment would be cleaned of debris before moving into the site to reduce the spread of weed infestation.

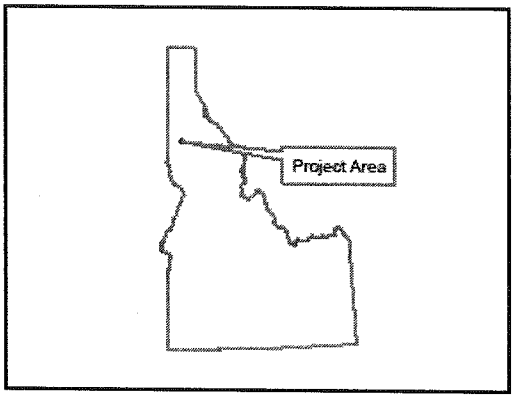
The Upper Meadow (12 acres) would involve construction of head cut and grade control

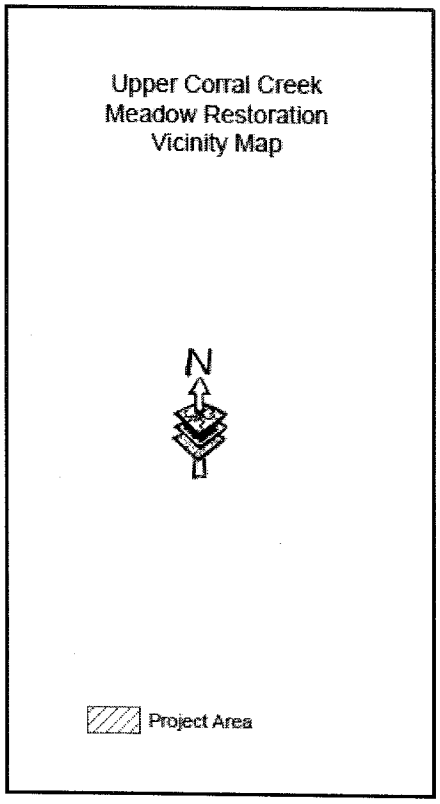
structures, as well as minor channel reconstruction. Avoidance of an area of historic significance is possible. De-compaction of an old road on the east edge of the meadow would occur. The road is not currently accessible to pick-ups, and not used by ATVs. Spreading stream-flow over the floodplain would reduce erosive power and head cutting.

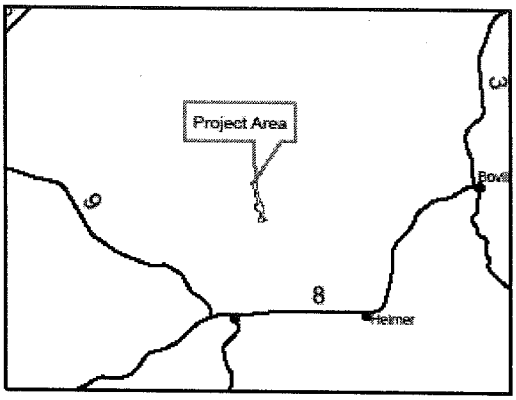
The Lower Meadow is 14 acres, de-compaction of the railroad berm, installation of ditch plugs and grade control structures to raise the water table, scraping of shallow channels, and dispersal of stream-flow across the meadow. Planting of native species of grasses and shrubs would occur, and fencing would protect the disturbed ground.

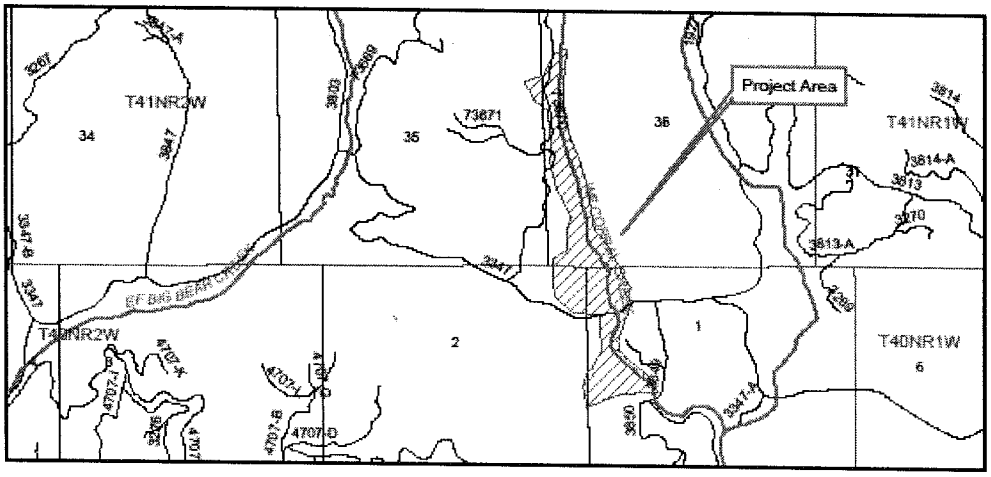
Project Information: If you have any questions or would like more information regarding this project, contact Meg Foltz at (208) 875-1717.

Map of Upper Corral Creek Meadow Restoration Site









Powell Ranger District

Saddle Camp Bridge and IG AOP Culvert

Legal Description: Culvert 1 (SC Bridge): T36N R11E Sec. 15 SW ¼; and,
Culvert 2 (IG AOP): T36N R11E Sec. 9 NE ¼ Boise Meridian

Proposed Category: 36 CFR 220.6(e)(18) *Restoring wetlands, streams, riparian areas or other water bodies by removing, replacing, or modifying water control structures such as, but not limited to, dams, levees, dikes, ditches, culverts, pipes, drainage tiles, valves, gates, and fending, to allow waters to flow into natural channels and floodplains and restore natural flow regimes to the extent practicable where valid existing rights or special use authorizations are not unilaterally altered or canceled.*

Narrative Summary: The Powell District Ranger proposes to replace two culverts: the first is located on NFS Road 107, at MP 0.5; the second is located on NFS Road 107, at MP 4.2. Both of these installations would provide fish passage and reduce the risk of failure. These crossings are located within the Graves Creek watershed.

Background: The two culverts that are at issue are undersized and at the end of their lifespans. The culvert at MP 0.5 would be replaced with a bridge; the culvert at MP 4.2 would be replaced with a bottomless arch pipe.

Design Specifications/Equipment to be Used: The project would occur during the low water flow period, generally between July and the end of September. It is estimated that each site would take four weeks to complete for a total of eight weeks. NFS Road 107 would be closed during the project.

Excavators and dump trucks would be used to remove the existing road fill and old culvert at each of the sites. Each crossing currently has minimal fill.

The structures would be constructed to bank-full width, plus an additional two feet of width to allow for stream bank development within the structures. All culverts would be sized to accommodate a minimum of the 100-year stream flow event. Providing appropriately sized structures would also minimize risk failure by reducing the risk of plugging by woody material moving downstream. Minimizing failure risk also reduces the risk of unwanted sediment input into streams which can negatively affect aquatic habitats. Long term maintenance costs would also be reduced because debris is not likely to accumulate on the larger structures.

The material at the sites is expected to have excessive boulders so an additional material source would be required. There are two options for material sources near the project: MP 1.5 on NFS Road 107 (this seems to be a storage area for waste material on a ridge point); MP 0.1 on NFS Road 576 (this is in the wild and scenic corridor near Post Office Creek, fill/waste material has been brought into this site creating an elevated flat area, there is also dispersed camping here).

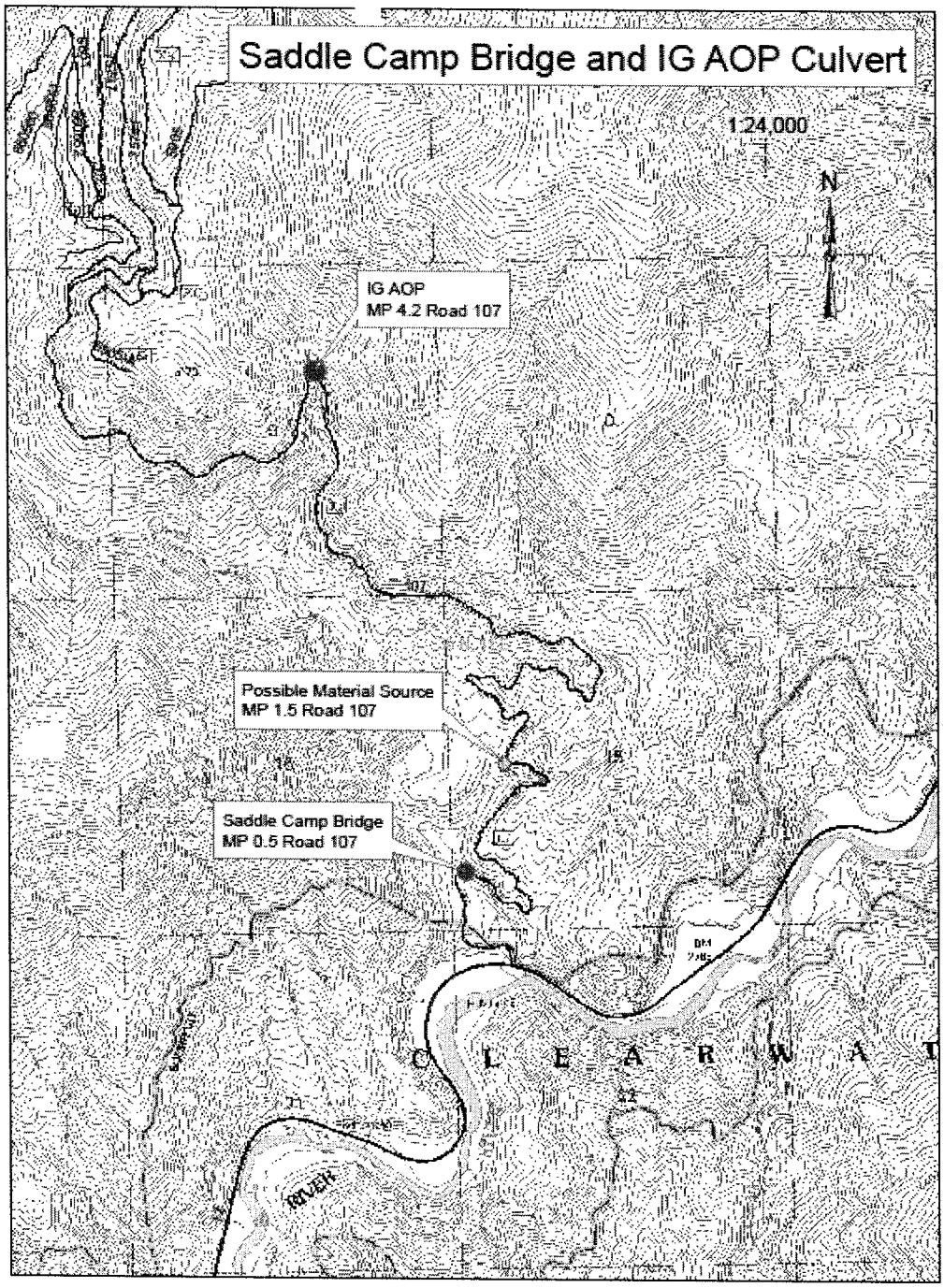
All BMPs that protect or minimize effects to water quality would be implemented including dewatering of the work site, upstream, downstream, and worksite erosion control measures.

All equipment would be cleaned of debris before moving into the site to reduce the spread of weed infestation.

Implementation of the project is scheduled for July 2014, with a completion date of late September 2014, weather permitting.

Project Information: If you have any questions or would like more information regarding this project, contact Lynelle Knehans at (208) 476-8260.

Map of Saddle Camp Bridge and IG AOP Culverts




Saddle Camp Bridge and IG AOP Culvert
1:24,000
N
Possible Material Source
MP 0.1 Road 576

Tributary to Brushy Fork Culverts

Legal Description: Culvert 1: T37N R15E Sec. 8 SE ¼ MP 2.0 (FS);
Culverts 2 & 3: T37N R15E Sec. 16 NE ¼ MP 4.4. & 4.45 (FS);
Culvert 4: T37N R15E Sec. 15 NW ¼ MP 4.9 (Private);
Culvert 5: T37N R15E Sec. 11 SW ¼ MP 7.20 (FS); and,
Culverts 6 & 7: T37N R15E Sec. 1 SW ¼ MP 9.38 & 9.40 (Private) Boise Meridian

Proposed Category: 36 CFR 220.6(e)(18) *Restoring wetlands, streams, riparian areas or other water bodies by removing, replacing, or modifying water control structures such as, but not limited to, dams, levees, dikes, ditches, culverts, pipes, drainage tiles, valves, gates, and fending, to allow waters to flow into natural channels and floodplains and restore natural flow regimes to the extent practicable where valid existing rights or special use authorizations are not unilaterally altered or canceled.*

Narrative Summary: The Powell District Ranger proposes to replace seven culverts on NFS Road 5669.

Background: These culverts are undersized and at the end of their lifespans.

Design Specifications/Equipment to be Used: The District Ranger, in partnership with the Nez Perce Tribe, proposes to replace the following seven culverts:

- The first is at MP 2.0 on NFS Road 5669; it is on Forest Service land. Replacement shall be a steel culvert.
- The second and third crossings are at MP 4.4 and MP 4.45 on NFS Road 5669; it is on Forest Service land. Replacement shall be two steel culverts.
- The fourth crossing is at MP 4.90 on NFS Road 5669; it is on private land. Replacement shall be one steel culvert. This culvert shall also have a streambed constructed to accommodate aquatic organism passage. Full stream simulation would not be required.
- The fifth crossing is at MP 7.20 on NFS Road 5669; it is on Forest Service land. Replacement shall be one steel culvert.
- The six and seventh crossings are at MP 9.38 and MP 9.40 on NFS Road 5669; it is on private land. Replacement shall be two steel culverts.

These crossings are located within the Brushy Fork Creek watershed. They are being designed now for implementation in 2014 and 2015.

It is estimated that each site would take two to three weeks to complete. This would be broken up over at two year span. NFS Road 5669 would be closed during construction of each site, totaling 8-12 weeks per year.

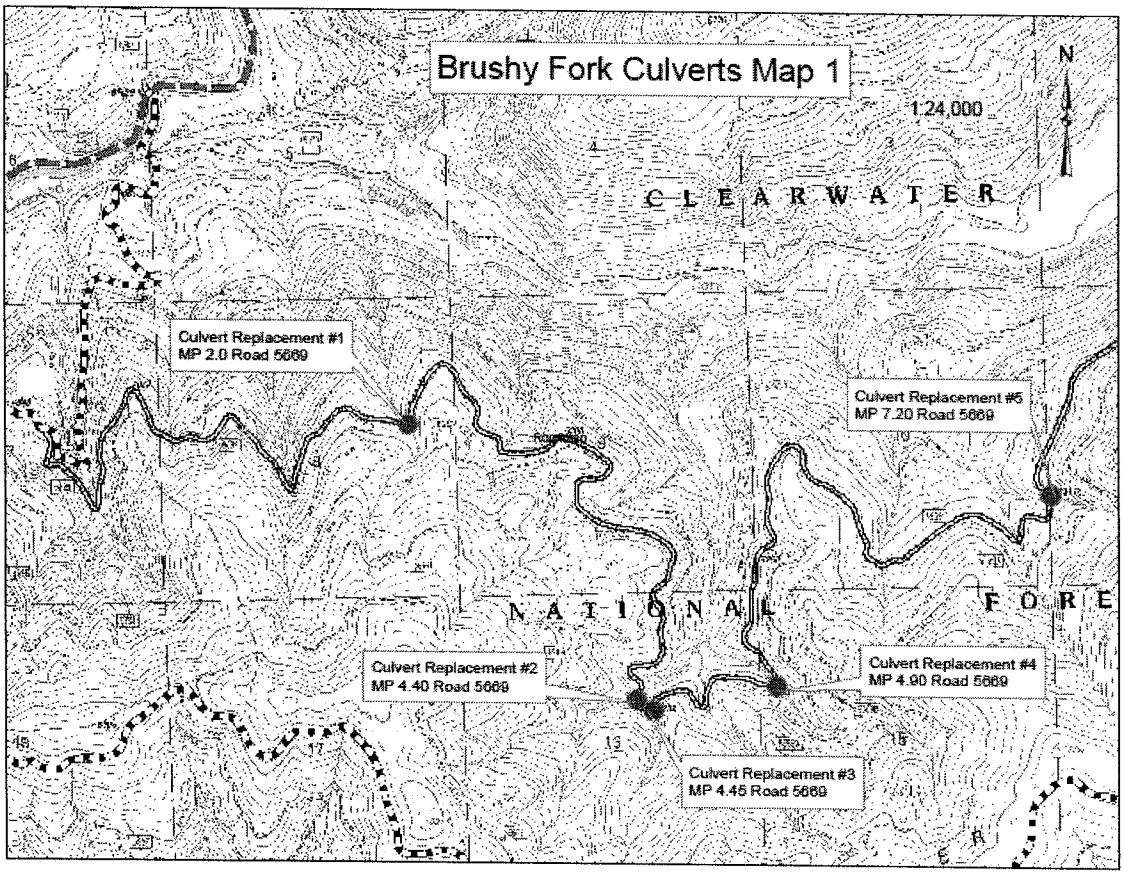
Excavators and dump trucks would be used to remove the existing road fill and old culvert at each of the sites.

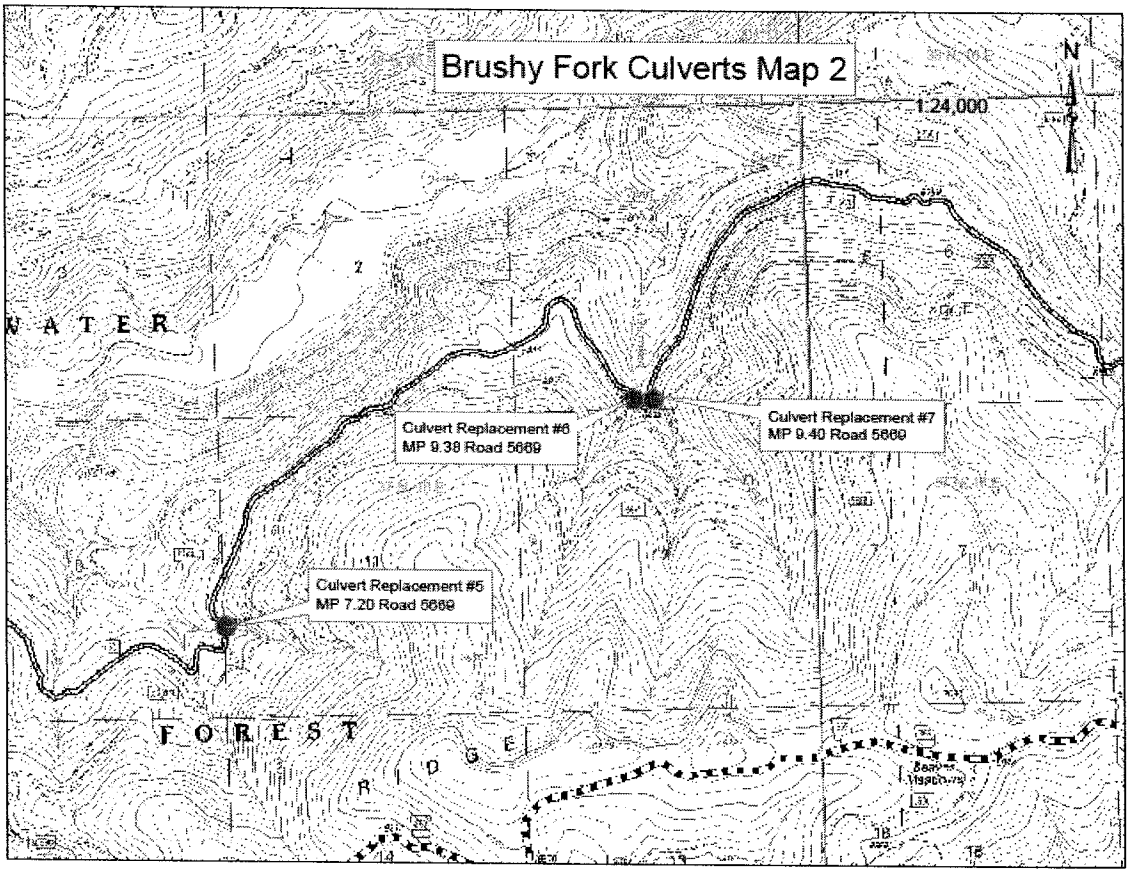
All culverts would be sized to accommodate a minimum of the 100-year stream flow event. Providing appropriately sized structures would also minimize risk failure by reducing the risk of plugging by woody material moving downstream. Minimizing failure risk would also reduce the risk of unwanted sediment input into streams which can negatively affect aquatic habitats. Long term maintenance costs would also be reduced because debris is not likely to accumulate on the larger structures.

The project would occur during the low water flow period generally between July and the end of September.

Project Information: If you have any questions or would like more information regarding this project, contact Lynelle Knehans at (208) 476-8260.

Maps of Tributary to Brushy Fork Culverts





Red River Ranger District

Five Mile Creek AOP

Legal Description: T27N R7E Sec. 36 SW ¼ Boise Meridian

Proposed Category: 36 CFR 220.6(e)(18) *Restoring wetlands, streams, riparian areas or other water bodies by removing, replacing, or modifying water control structures such as, but not limited to, dams, levees, dikes, ditches, culverts, pipes, drainage tiles, valves, gates, and fending, to allow waters to flow into natural channels and floodplains and restore natural flow regimes to the extent practicable where valid existing rights or special use authorizations are not unilaterally altered or canceled. .*

Narrative Summary: The Red River District Ranger proposes to remove a corrugated steel culvert on Five Mile Creek and replace it with a new culvert.

Background: The current 48" CMP culvert on County Road 233 at MP ~10.5 is undersized and an aquatic organism barrier. The need for the proposed action is to

provide the appropriate size culvert for the 100-year storm and the proper channel improvements to prevent erosion. The need is also to allow for aquatic organism passage including fish at the site.

Design Specifications/Equipment to be Used: This project is for the removal of a corrugated steel culvert on Five Mile Creek and replacing it with a 12' span structural-plate open bottom arch culvert on a concrete footing.

The work includes (but is not limited to) clearing and grubbing, erosion control measures, structure excavation, roadway embankment, removing and disposing of existing culvert, compaction of backfill material, placing aggregate roadway surfacing, furnishing and installing precast concrete foundations and furnishing and erecting a structural arch culvert.

The project would meet current Forest Plan standards for passage of 100 year flow events and allow for aquatic organism passage. The crossing would be designed for fish passage, since there are fish present.

Approximately 360' of County Road 233 would need to be built up with embankment material and covered with a layer of aggregate to improve roadside drainage and mitigate sediment runoff.

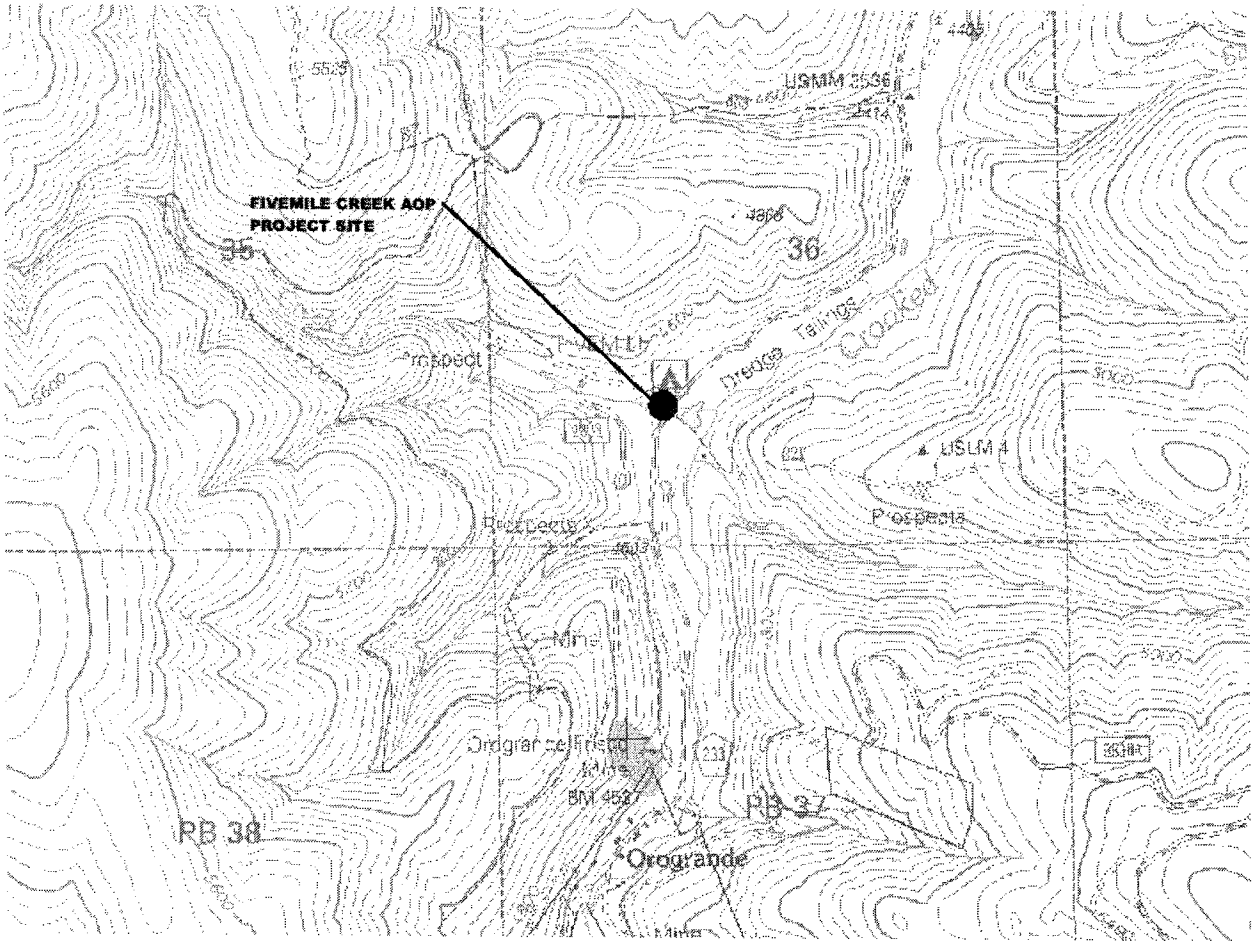
Equipment would include an excavator, grader, dump trucks and compaction roller. The project does not change access restrictions and County Road 233 would have a detour to allow for vehicular bypass.

The Nez Perce Tribe would be contacted for coordination. The project would be funded by the Tribe.

The project would start in the spring or summer of 2014, and would last a maximum of two weeks. Potential problems may include shallow bedrock elevations in the proposed culvert location.

Project Information: If you have any questions or would like more information regarding this project, contact Chris Wolffing at (208) 983-5153.

Map of Tributary to Brushy Fork Culverts



Gold Zone Exploration Drilling

Legal Description: T28N R8E Sec.13, 24; T27N R8E Sec. 17 Boise Meridian

Proposed Category: *36 CFR 220.6(e)(8) Short-term (1 year or less) mineral, energy, or geophysical investigations and their incidental support activities that may require cross-country travel by vehicles and equipment, construction of less than 1 mile of low standard road, or use and minor repair of existing roads.*

Narrative Summary: The Red River District Ranger proposes to allow the operator of the Gold Zone Claim to perform exploratory drilling in the Deadwood Creek area of the District, immediately south of the Elk City Township.

Design Specifications/Equipment to be Used: The proposal is for a total of 20 drill sites. Each of these drill sites is anticipated to be approximately 30' X 50' in size. A maximum of two holes may be drilled at each site. These holes are anticipated to be 3"

in diameter and from 750' to 1000' deep. Drilling depths may be adjusted as targets become more defined. These holes would be drilled using up to three self-contained, track mounted drill rigs operating, concurrently. The drill rigs would be self-leveling to minimize the need for a leveling excavation of the drill area.

A sump or infiltration gallery would be dug at each site to contain drill fluid and to allow drill cuttings to settle out. This sump would measure approximately 2' wide by 3'-4' deep and approximately 20' long. Drill fluid would be comprised of water and a clay derivative. The operation would require between 500 and 1000 gallons of water per day, per drill rig. In the event that water is used from Forest Service lands, a water use permit would be obtained from the Idaho Department of Water Resources, and the water withdrawal site would be reviewed by Forest Service specialists before water is taken from any stream.

Upon completion of drilling, each drill hole would be filled and plugged according to the State of Idaho BMP's for filling and plugging drill holes. Upon abandonment of a drill site, sumps would be allowed to dewater through percolation and evaporation, then backfilled. Topsoil would be replaced, duff and woody debris scattered over the area if available, and the area seeded and mulched as necessary. If earth leveling is required for any drill pad the area would be restored to original contour, topsoil replaced, and the site would be re-vegetated. Each site would be reclaimed when work at that site is completed before moving on to the next drill site.

Each drill site would be accessed using existing access roads, old road templates or by overland travel. Areas impacted by equipment travel would be reconditioned as needed, mulched with existing duff and woody debris, and seeded as required as part of the reclamation of the drill site it accesses. Required surface disturbance to reach individual drill sites would be minimal and may require some brushing of existing road templates or overland routes.

Four-by-Four pickups would be used to support drilling activities. Other equipment used would be a small backhoe to dig infiltration galleries, a small Caterpillar to conduct reclamation activities, and 4x4 ATVs. A low ground pressure ATV or a pickup truck would be used to transport drill core and supplies.

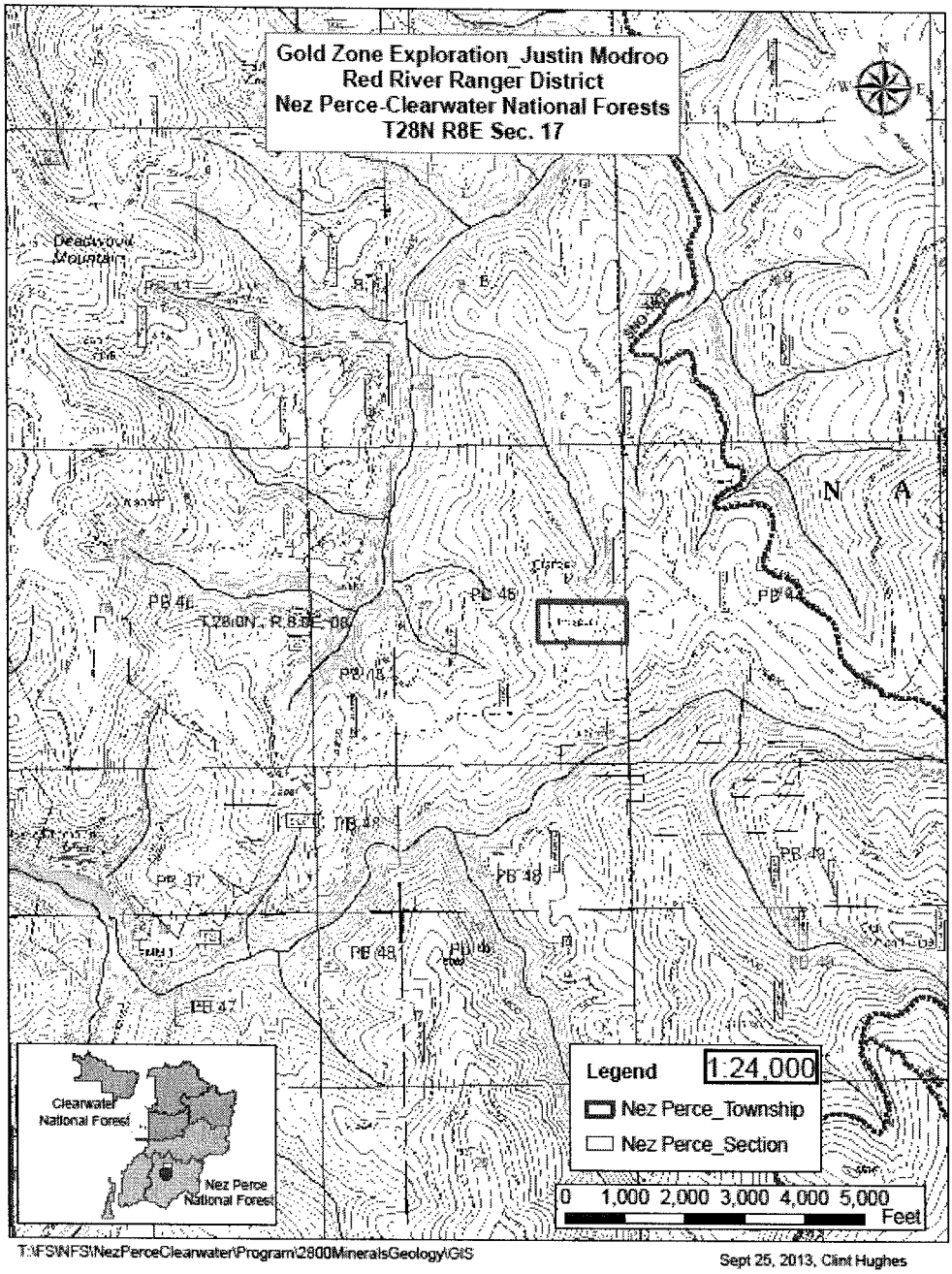
Up to three sites may be active at any one time depending on the number of drills in operation. Bonding would be based on the number of drill rigs used and the number of sites active at a time. As drilling is nearing completion at one site, the next site would be prepared ahead of time to minimize the amount of time the drill rig would need to sit idle. Once the drill rig has been removed from a site, needed reclamation would be completed for that site as soon as practicable.

A reclamation bond would be calculated based on the estimated cost of reclaiming each active and each recently abandoned site. A bond sufficient to cover the cost of all anticipated surface disturbance would be submitted by the operator before the Plan of Operation is approved and before work may begin.

The project site is accessed by taking NFS Road 522 from State Highway 14, to NFS Road 522B, and to NFS Road 1803 to the project area.

Project Information: If you have any questions or would like more information regarding this project, contact Marty Jones at (208) 983-5158.

Map of Gold Zone Exploration Drilling Site



Lightning Fork Little Elk Creek Culvert Replacement

Legal Description: T28N R8E Sec. 32 SE ¼ Boise Meridian

Proposed Category: 36 CFR 220.6(e)(18) *Restoring wetlands, streams, riparian areas or other water bodies by removing, replacing, or modifying water control structures such as, but not limited to, dams, levees, dikes, ditches, culverts, pipes, drainage tiles, valves, gates, and fending, to allow waters to flow into natural channels and floodplains and restore natural flow regimes to the extent practicable where valid existing rights or special use authorizations are not unilaterally altered or canceled.*

Narrative Summary: The Red River District Ranger proposes to remove a corrugated steel culvert on Lightning Fork Little Elk Creek and replace it with a new culvert.

Background: The current 3'x2' CMP culvert on NFS Road 646 at MP ~1.9 is an aquatic organism barrier and has caused some minor erosion downstream. The need for the proposed action is to provide the appropriate size culvert for the 100-year storm and the proper channel improvements to prevent erosion. The need is also to allow for aquatic organism passage including fish at the site.

Design Specifications/Equipment to be Used: This project is for the removal of an existing 3'x2'x38' corrugated steel culvert on Lightning Fork Little Elk Creek and replacing it with a 10' span structural-plate open bottom arch culvert on a concrete footing.

The project would consist of removing the existing culvert and replacing with a 10'span by 5'-3" rise Steel Structural Plate Arch culvert. Improvements would consist of (but are not limited to) structural excavation, excavation and reshaping of ~110' the channel, placement of in-stream grade control structures, placement of riprap, precast concrete footings, embankment and excavation of roadway approaches, and road surfacing.

The project would meet current Forest Plan standards for passage of 100 year flow events and allow for aquatic organism passage. The crossing would be designed for fish passage, since there are fish present.

Approximately 130' of NFS Road 646 would need to be built up with embankment material and covered with a layer of aggregate to improve roadside drainage and mitigate sediment runoff.

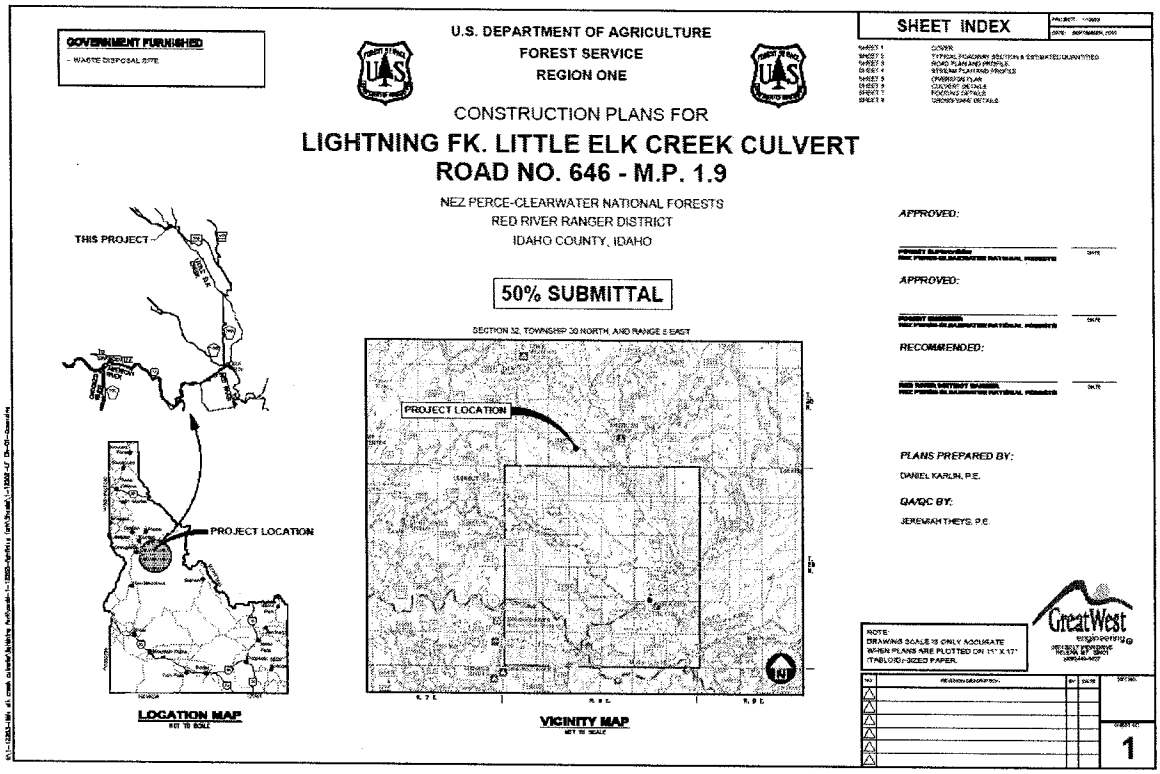
Equipment used would include an excavator, grader, dump trucks, and compaction roller. The project would not change access restrictions but NFS Road 646 would need to be closed for up to two weeks to allow for construction.

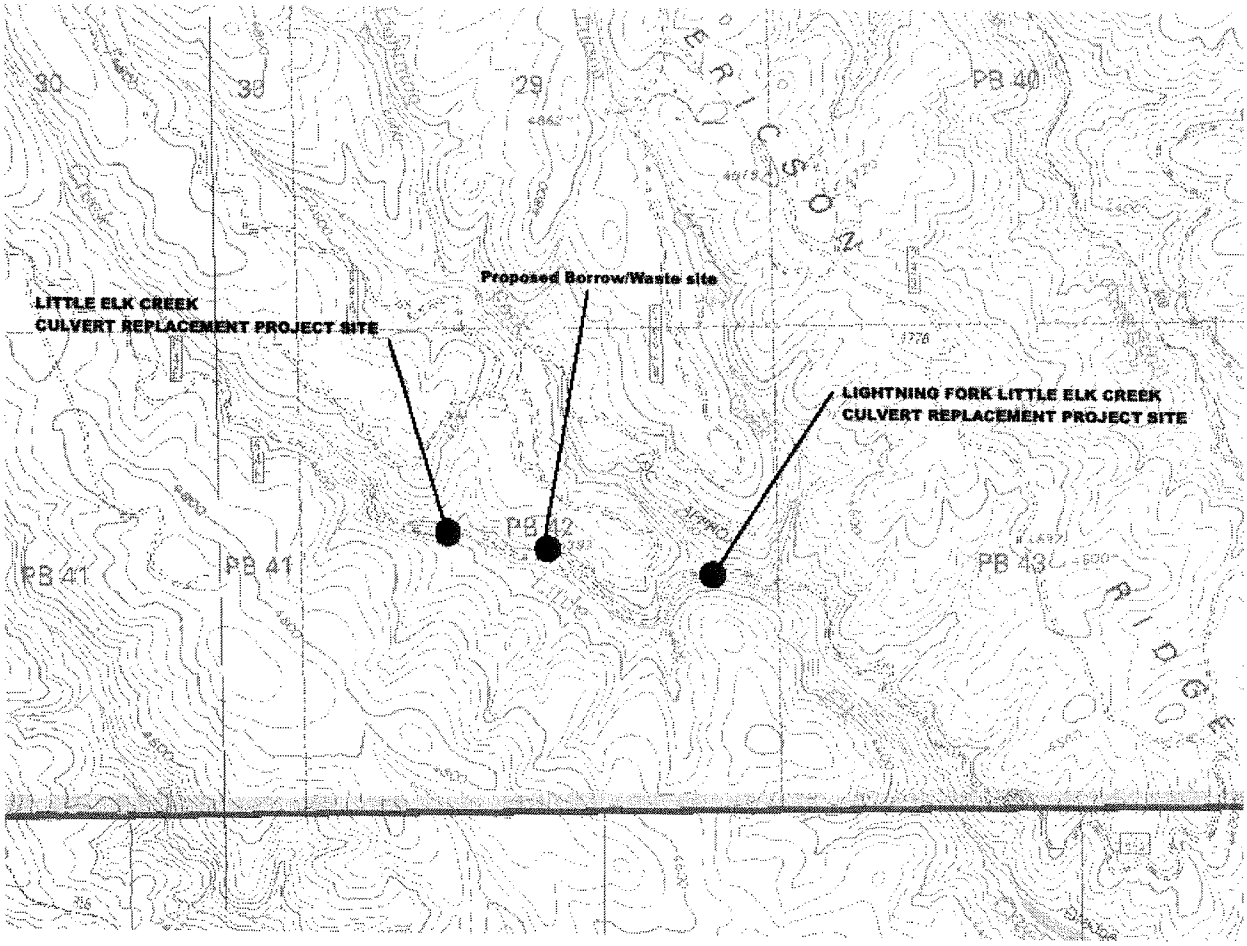
The Nez Perce Tribe would be contacted for coordination. The project would be funded by the Tribe.

The project would start in the spring or summer of 2014 and would last a maximum of two weeks. Potential problems may include shallow bedrock elevations in the proposed culvert location.

Project Information: If you have any questions or would like more information regarding this project, contact Chris Wolffing at (208) 983-5153.

Maps of Lightning Fork Little Elk Creek Culvert Replacement Site





Little Elk Creek Culvert Replacement

Legal Description: T28N R8E Sec. 32 NW¼ Boise Meridian

Proposed Category: 36 CFR 220.6(e)(18) *Restoring wetlands, streams, riparian areas or other water bodies by removing, replacing, or modifying water control structures such as, but not limited to, dams, levees, dikes, ditches, culverts, pipes, drainage tiles, valves, gates, and fending, to allow waters to flow into natural channels and floodplains and restore natural flow regimes to the extent practicable where valid existing rights or special use authorizations are not unilaterally altered or canceled.*

Narrative Summary: The Red River District Ranger proposes to remove a corrugated steel culvert on Little Elk Creek and replace it with a new culvert.

Background: The 12'x9' CMP culvert on NFS Road 646 at MP ~2.5 is an aquatic organism barrier and has caused some minor erosion downstream. The need for the proposed action is to provide the appropriate size culvert for the 100-year storm and the proper channel improvements to prevent erosion. The need is also to allow for aquatic organism passage including fish at the site.

Design Specifications/Equipment to be Used: This project is for the removal of a 12'x9'x60' corrugated steel culvert on Little Elk Creek and replacing it with a 14' span structural-plate, open bottom arch culvert on a concrete footing.

The project would consist of removing the existing culvert and replacing with a 14' span by 7'-3" rise Steel Structural Plate Arch culvert. Improvements would consist of (but are not limited to) structural excavation, excavation and reshaping of ~45' the channel, placement of in-stream grade control structures, placement of riprap, precast concrete footings, embankment and excavation of roadway approaches, and road surfacing.

The project would meet current Forest Plan standards for passage of 100 year flow events and allow for aquatic organism passage. The crossing would be designed for fish passage, as there are fish present.

Approximately 140' of NFS Road 646 would need to be built up with embankment material and covered with a layer of aggregate to improve roadside drainage and mitigate sediment runoff.

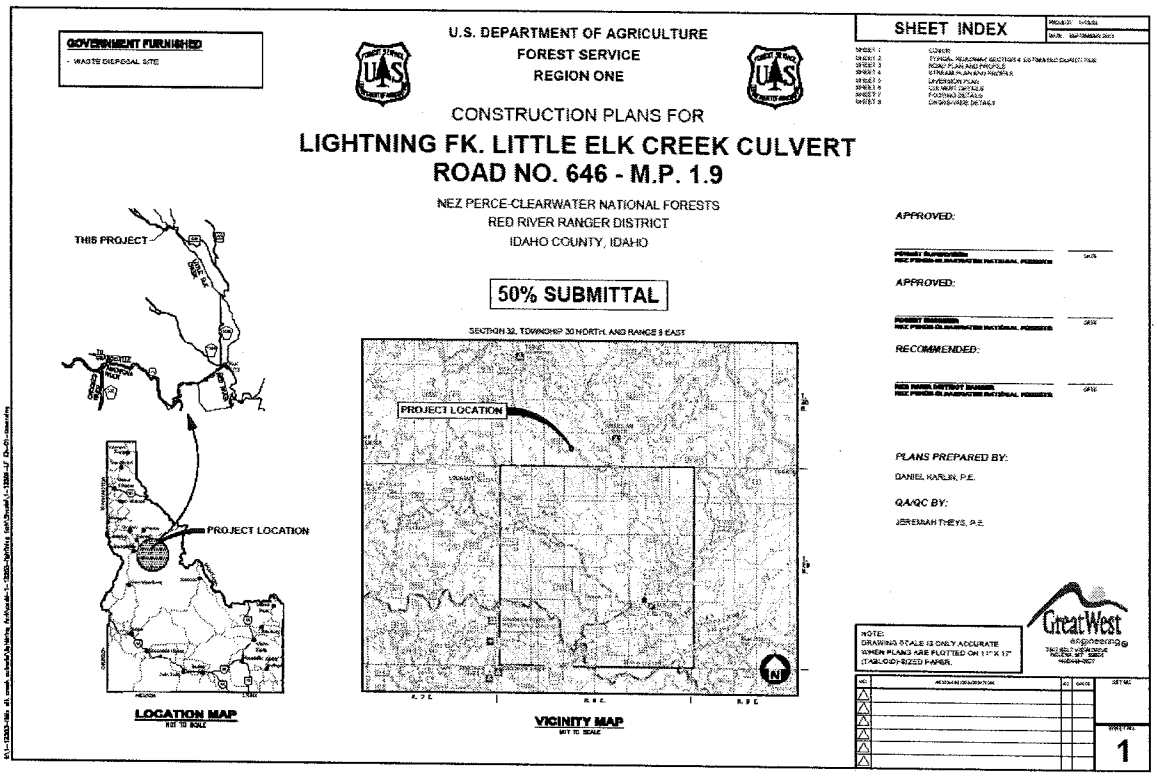
Equipment used would include an excavator, grader, dump trucks, and compaction roller. The project would not change access restrictions but NFS Road 646 would need to be closed for up to two weeks to allow for construction.

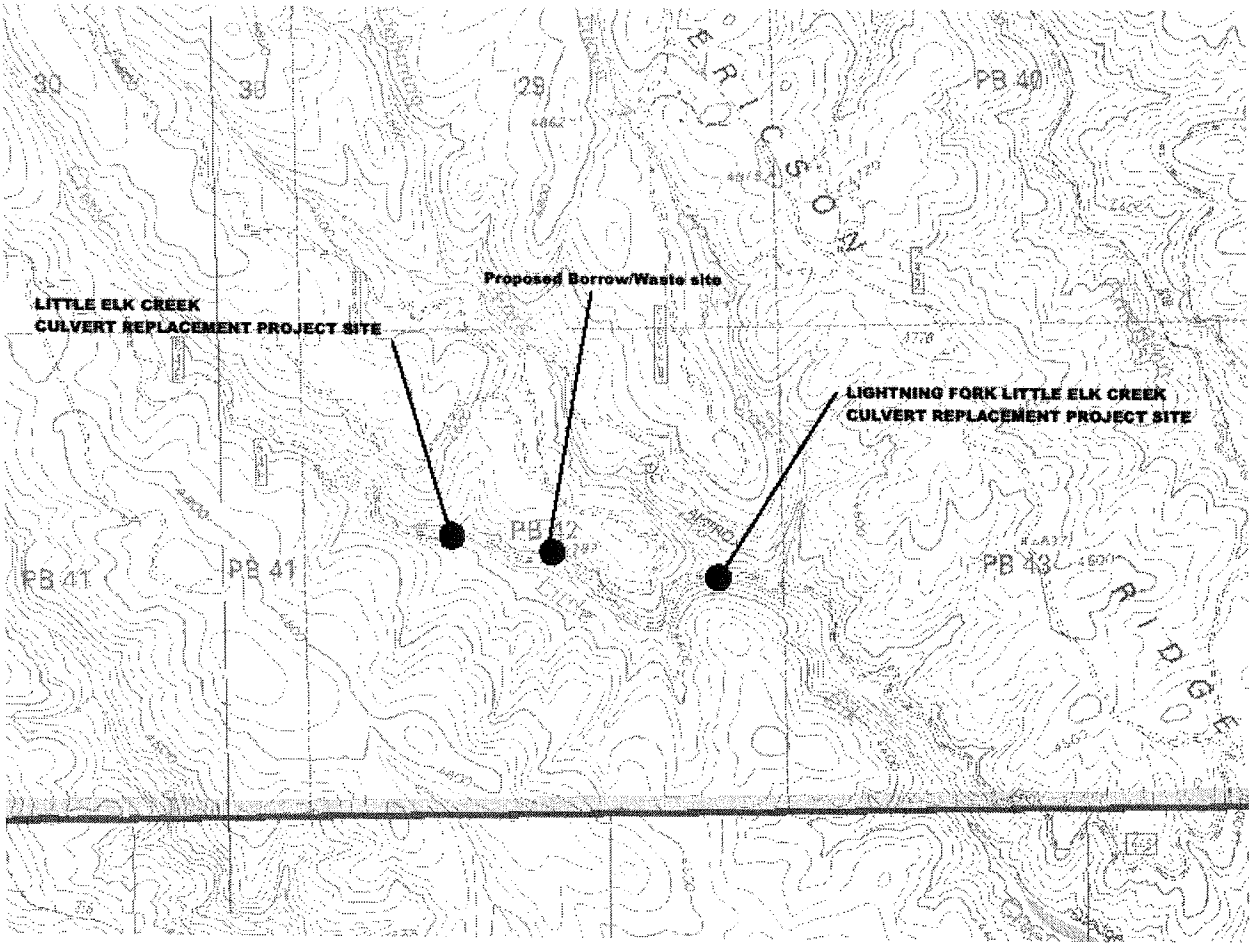
The Nez Perce Tribe would be contacted for coordination. The project would be funded by the Tribe.

The project would start in the spring or summer of 2014 and would last a maximum of two weeks. Potential problems may include shallow bedrock elevations in the proposed culvert location.

Project Information: If you have any questions or would like more information regarding this project, contact Chris Wolffing at (208) 983-5153.

Maps of Little Elk Creek Culvert Replacement Site





Lost Bench Placer Exploration

Legal Description: T29N R9E Sec. 35 Boise Meridian

Proposed Category: *36 CFR 220.6(e)(8) Short-term (1 year or less) mineral, energy, or geophysical investigations and their incidental support activities that may require cross-country travel by vehicles and equipment, construction of less than 1 mile of low standard road, or use and minor repair of existing roads.*

Narrative Summary: The Red River District Ranger proposes to allow the operator of the Lost Bench Claim to perform excavation operations in the Deadwood Creek area of the District, immediately south of the Elk City Township.

Design Specifications/Equipment to be Used: This proposal is for the excavation of 10 test pits for the purpose of testing placer gravels for mineral values.

The project area is located on a bench approximately 30' vertically above the north side of Siegel Creek, and is separated from Siegel Creek by a berm that was formed by the

placement of placer material from a previous dredge mining operation. All test sites are a minimum of 50' from any live water and most are 100' or more from live water.

Test pits would be dug with a medium sized (780 case or smaller) backhoe or small excavator, and would be sized approximately 50' long by 2' wide to a maximum depth to bedrock if possible (6' to 8' deep). Topsoil would first be stripped and laid aside on a 40 millimeter thick PVC ground cover at approximately four cubic yards per trench. Overburden would be removed from the trench and laid aside on a PVC ground cover in the amount of approximately 24 cubic yards. The remaining six to ten inches of gold bearing material would be excavated to bedrock, and laid aside at an approximate volume of three cubic yards. This material would be processed with a small sluice box, which would discharge processed materials and water back into the test pit. Process water would initially be drawn from Siegel Creek, then recirculated from the test pit and reused.

When finished, the pit would be refilled with the stockpiled overburden material, topsoil would be replaced, and the disturbed area would be reseeded and mulched as needed. Ideally, only one pit would be open at a time. This technique would preclude the need for discrete settling ponds and would minimize the amount of reclamation bond required.

A temporary access road would be required to access the project area from the Siegel Creek Road. Siegel Creek would need to be crossed by the backhoe and support equipment; once to enter the work area, and once again to exit the work area. The operator proposes to use 12" diameter logs placed in the stream temporarily as a bridge. Heavy planks laid across the stream from bank to bank would be a better option. The temporary access road is proposed to traverse the face of a bank composed of old placer tailings, and would be approximately 60' long by 10' wide. This road would be re-contoured, mulched, and seeded when the project is complete. A small tributary would need to be crossed to access one test site. This stream may be bridged by planks to prevent damage during crossing.

This project would be designed so live water or wetlands would not be directly affected by this proposal. An appropriate buffer of at least 50' would be maintained between any surface disturbance and adjacent live water or wetland areas.

Some dead and/or down timber may be removed for access and safety. A number of small trees may need to be removed to make room for maneuvering of equipment. These would be cut down and piled to one side, then scattered about the immediate area and left in place when work is finished. Merchantable sized trees would not be removed without prior review and authorization from the District Ranger.

A standard set of mitigation measures has been developed for exploration proposals of this type and would be implemented as appropriate for this project along with any additional mitigation that is appropriate. In addition, Idaho BMP's for Mining would be adhered to. A field review, which includes the operator, would be necessary before the

project is initiated to identify specific sites and related issues and possible site specific mitigation measures.

Equipment would include a small rubber tired backhoe or mini excavator, sluice boxes, water pumps, and related support equipment. Pickups would be used for access and to haul supplies to the site. Camping would be in tents on-site. Porta-potties would be used for human waste management, and all other waste would be transported offsite to a proper facility.

A reclamation bond appropriate to the operation would be calculated by the Forest Service. A bond sufficient to cover all needed reclamation would be submitted by the operator before the Plan of Operation is approved and before work may begin.

A water permit would be obtained from the Idaho Department of Water Resources and an appropriate review conducted by the Forest Service before water may be drafted from any stream located on Forest Service lands.

Access is by the Red River Road (NFS Road 222) to the Siegel Creek Road (NFS Road 1182), up NFS Roads 1182 and 1182A approximately two miles to the project site.

Project Information: If you have any questions or would like more information regarding this project, contact Marty Jones at (208) 983-5158.

Map of Lost Bench Placer Exploration Site